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SUBJECT: Tsagi Plant and Moscow/Ramenskoye Airfield

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DATE OF INFO.

NO. OF ENCLS. 3 (5 pages)
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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SOURCE

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1. From 1,000 to 1,500 men worked in each shift at the Tsagi Plant, located at the Stakhanovo (Zhukovski) (55°33'N/38°00'E) airfield. It could not be determined whether two or three shifts were worked.
2. Between the summer and fall of 1949 an average of 15 to 25 aircraft were seen in the section of the field bordering on the main road. Of these craft 8 to 10 were four-engine planes, four or five turbine aircraft with one engine, and the remainder turbine aircraft with two engines. The four-engine planes seemed to include both American and Soviet types. Some of these planes carried a parasite plane while in the air. Take-offs and landings were seen only from a great distance. The planes were parked very close to each other and taxied to the northeastern section of the field prior to taking off.
3. There was one plane that PWs called a Douglas. A striking feature of this craft was its strong, fin-shaped tail assembly and its nose wheel. Details were not remembered. A rod about 1 1/2 meters high with a device at its top which looked like a camera was sometimes seen on the fuselage of the plane.
4. The landing place on the Moskva River was improvised. Barges towed in group of four or five usually arrived. Shipping on the river was rather heavy.
5. Many soldiers were seen in Zhukovski. Most of them were air force soldiers wearing blue epaulets. The large number of air force officers was particularly noted. The soldiers were quartered in civilian homes. The total number of troops quartered in the town was estimated to be several thousand. Many members of the militia were also seen. As early as the end of 1948 they were wearing their new uniforms, a blue tunic similar to that worn by the old German Chlans, with two rows of gold buttons, red piping, blue breeches, boots, and a blue cap with a red ribbon.
6. Between July 1946 and September 1949 the airfield was a military installation. Except for civilian technical personnel and workers, only air force members were seen in the airfield administration building and on the field. No commercial planes were seen.
7. It was believed that the field was constructed during the last war. After 1946 the runway was extended 250 meters to the northwest and the entire landing

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field was enlarged to the east by about 1 km. The additional site was leveled and work on the southeastern extension of the runway was started. This work was about 25 percent completed by February 1948. If the construction work continued at the same pace the enlargement of the field could be completed by 1951. There was extensive excavation work about 2 1/2 km from the new billets during the spring of 1949. Several trainloads of cement arrived at the eastern section of the field about the beginning of 1948. An average of 500 PWs was employed for the enlargement of the field. These PWs were later replaced with an equal number of forced laborers(3).

8. Before the expansion work was started the landing field measured 2.3x1 km. Its length was extended by 1 km. The field had a rolled grass cover. Drainage facilities were not seen, but they did not seem to be necessary because of the sandy subsoil.

9. The only runway ran down the middle of the field from northwest to southeast. It was originally 2,000x75 meters. By the end of 1947 the runway was extended toward the northeast by 250 meters, so that it almost touched the road. The new section of the runway was surfaced with a layer of concrete 25 cm thick. The runway was to be extended to the southeast by 1,000 meters, according to Soviet construction engineers whom source had worked under.

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10. A four-story administration building measuring 120x30 meters was on the northern edge of the field, separated from the woods by only the road. Up to February 1948 PW Camp No 7858 was in the western section, and the flight control and kommandatura in the eastern section of this building. Two corrugated sheet-metal hangars, each about 80x60 meters, and with arched roofs, were about 50 meters south of the administration building at the edge of the landing field. A detail of 25 men worked in the eastern hangar, which also served as a repair workshop. A standard two-wire antenna, 20 meters long, was on the roof of the guardhouse located at the entrance to the field. Dwellings were built opposite the northwestern corner of the field after 1948. Twelve two-story buildings of concreted slag stones, each of them about 100x12 meters, were under construction in the spring of 1949. The PWs believed that these buildings were to be quarters for air force personnel.

11. Up to the spring of 1948 the airfield occupation was estimated at about 150 air force soldiers and 50 officers. The personnel wore blue epaulets with wings. A Soviet worker said that the airfield commandant was a colonel. Besides the air force soldiers about 100 civilians were employed at the field as ground personnel. About 25 German engineers arrived at the field by bus every day. Other PWs who worked in the hangars with them said that they were Junkers engineers who were deported with their dependents to Zhukovski in 1946. Source did not personally speak with any of the engineers.

12. The airfield was not fenced-in prior to February 1948. Only the parked aircraft were guarded by air force sentries. By the spring of 1949 the field was surrounded by a barbed-wire fence and guarded on the outside by air force soldiers. No AAA positions were seen.

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- (1) Obviously a confusion of the characteristics of the IL-2 and the IL-12. It is therefore believed that the two designs were seen at the field. See sketch 5, Annex 2.
- (2) These devices may have been the attachments for weather planes previously reported or the well-known auxiliary power plants called "tubus" by the P.S. The latter possibility is believed to be more probable.

25X1C [REDACTED]

Attachments:

1. Location and lay-out sketch of the Tsagi Plant and Moscow/Ramenskoye Airfield.
2. Sketch of aircraft observed at Moscow/Ramenskoye Airfield.
3. Location and lay-out sketch of Moscow/Ramenskoye Airfield.

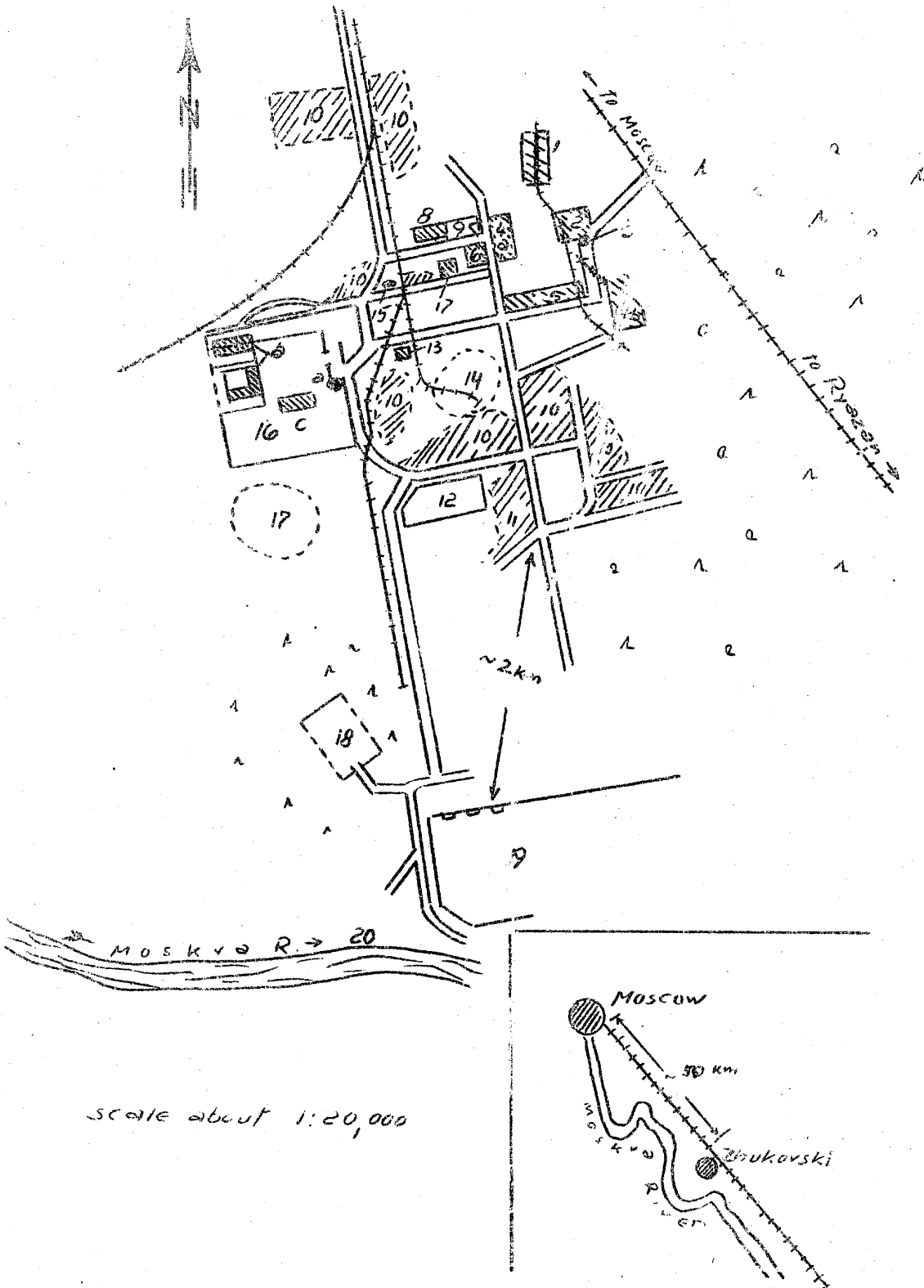
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Location and Layout Sketch of the TSAG Plant and Airfield of
Stakhanovo--Zhukovski

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SECRET:

- 1 - KPP administrative building
- 2 - KPP "slug-stone" plant
- 3 - Place where source worked from January to April 1949
- 4a - Boiler house
- 4b - The Tsagi factory power plant and transformer station
- 5 - KPP steel and concrete plant
- 6 - Garage
- 7 - Theater
- 8 - A building
- 9 - Old PW camp
- 10 - Settlement
- 11 - Militia guards
- 12 - "Culture" park
- 13 - Moskva Hotel
- 14 - Building site
- 15 - Fire Department
- 16 - Tsagi Plant
- 16a - Wind Tunnel
- 16b - Buildings, some occupied by PWs
- 16c - Ten to twenty buildings, each about 60 x 30 meters
- 17 - Building site
- 18 - New billets, twelve stone structures, each 100 x 15 meters, arranged in three rows
- 19 - Factory airfield
- 20 - Landing site

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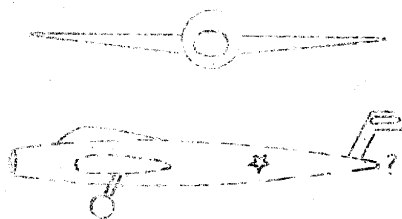
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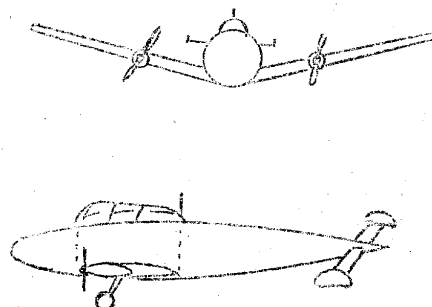
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Aircraft Types Observed at the Stakhanovo-Zhukovskii Airfield

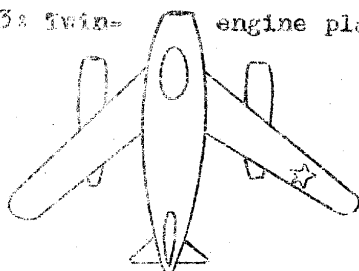
Sketch 2: Single-engine plane



Sketch 4: Twin-engine fighter aircraft



Sketch 3: Twin-engine plane

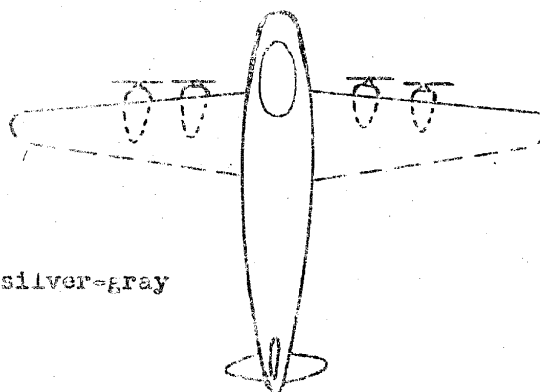


dark green

Speed: 800 to 900 km/h

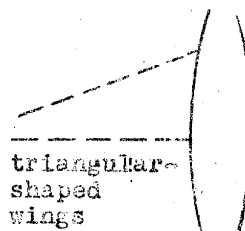
Speed: about 1,000 km/h

Sketch 5: US design with four radial engines



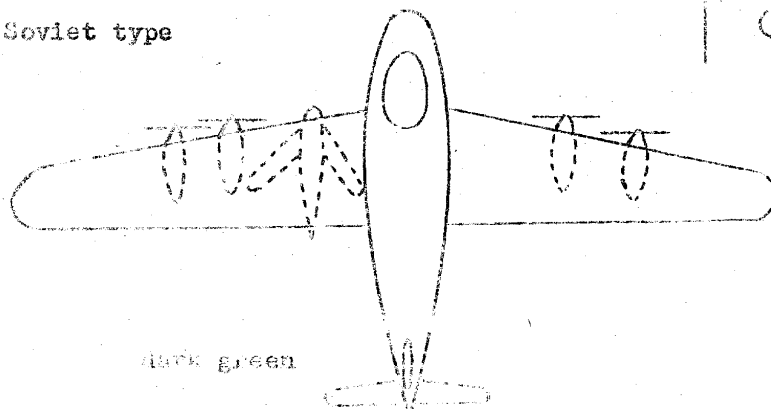
silver-gray

Sketch 6: "Douglas"



triangular-shaped wings

Soviet type



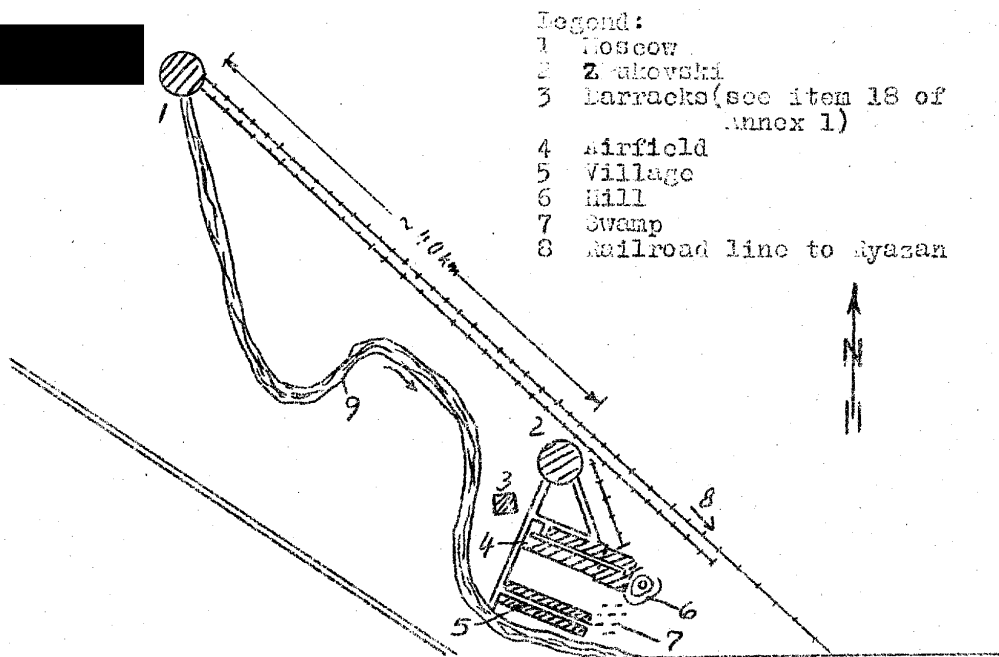
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attachment about 1 1/2 meters

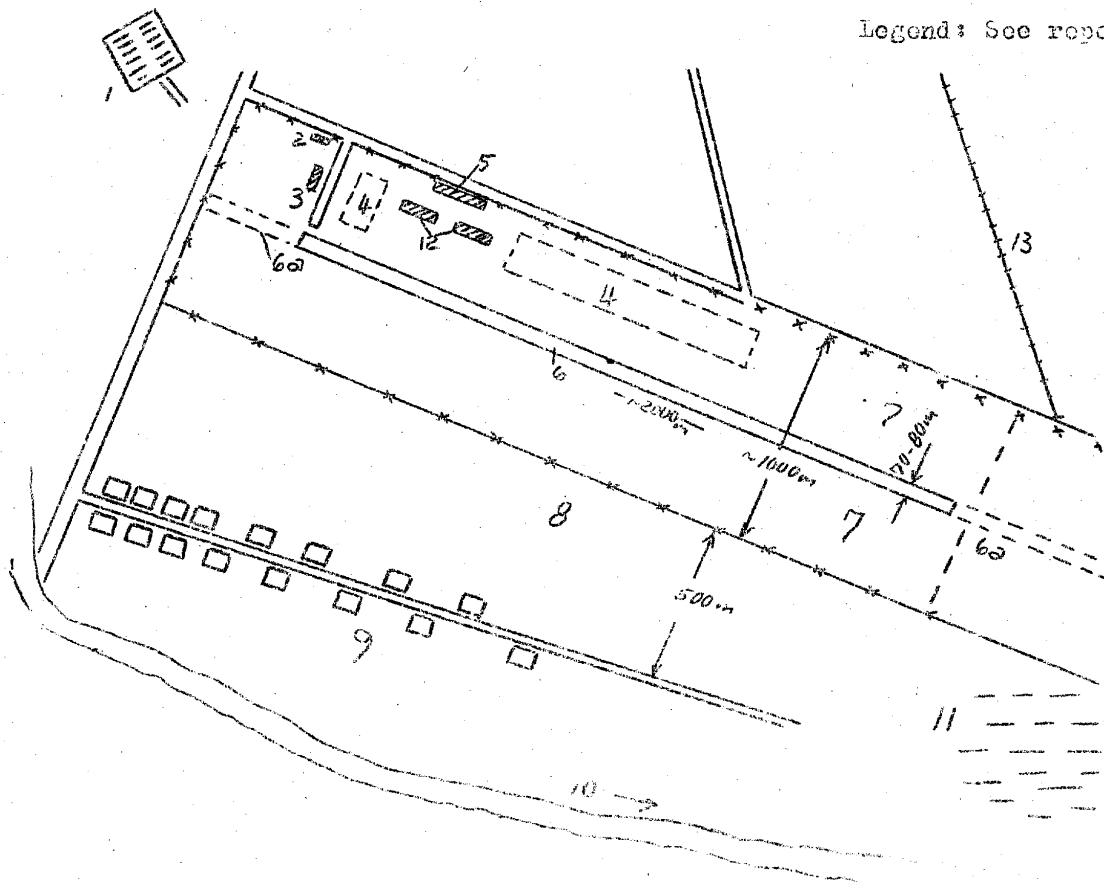
fuselage

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Legend: See report.



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LEGEND:

- 1 - Barracks (see item 3 of sketch 7 and item 18 of Annex 1).
- 2 - Guardhouse.
- 3 - Airfield administration building.
- 4 - Aircraft dispersal area.
- 5 - Four-story administration building.
- 6a - Extensions of the runway.
- 7 - Landing field.
- 8 - Fields.
- 9 - Villages.
- 10 - Moskva River.
- 11 - Swamp.
- 12 - Corrugated sheet-metal shed, each 80 x 60 meters.
- 13 - Railroad spur track.

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